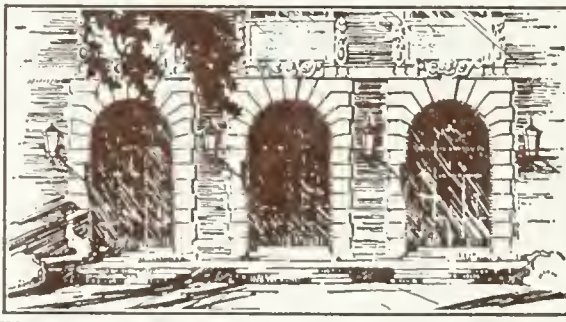


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BIBLIOGRAPHY ON URBAN COMMODITY TRANSPORTATION

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BIBLIOGRAPHY ON URBAN COMMODITY TRANSPORTATION

PRESENTED AT THE REGIONAL MEETING
OF THE CANADIAN TRANSPORT RESEARCH FORUM

NOVEMBER 10th, 1971
VANCOUVER, B.C. CANADA

BY NEIL J. GRIGGS
TRANSPORTATION PLANNER
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REVIEW OF RESEARCH

I believe there are two levels from which to examine the problem of Urban Commodity Transportation both of which encompass the nine or more sub-topics listed in this bibliography. The first, and most immediate, are those studies that deal with OPERATIONAL problems of commodity transportation. The consequences of these are readily seen in most all urban areas, for example, in congested streets - double parking - restricted servicing hours, etc. The majority of references refer to these problems and possible solutions to them. Implementation of the many proposed solutions, some of which has been advanced since 1948, has been a slow process, primarily due to the complex nature of this "industry". Not only do commodity movements involve all transport modes, or any combination of them, but these movements are also influenced by both production as well as consumer characteristics. In addition they encompass inter, intra and through city movement and in the long run are influenced by technical as well as social change. It is no wonder that government bodies, researchers and the like have been reluctant to tackle this complex issue.

For any short term solutions to these "functional" problems, there is a need for Government assistance, both Local, Regional and Federal, with pilot projects, with equipment design standards, with studies that isolate pressure points in the central city delivery systems, and for consolidated distribution terminal studies, etc.

Western Canadian cities are in a unique situation in this about to expand field of Urban Commodity Transportation. Pilot projects and comprehensive flow studies are best managed in smaller cities and then gradually moved to the larger metropolitan areas as the problems are defined and solutions found. In addition, none of these cities are yet committed to either rapid transit or freeways and hence the basic commodity flow characteristics can be more easily analyzed and the impact more clearly understood.

The second level of examination in this field are those aspects which relate to the FUNCTIONAL problem associated with Urban Commodity Transportation. From this perspective, the basic structure of commodity movements as well as their inter-industry relationships, for example, marketing, production, distribution, etc., must be understood.

Emphasis is no longer on vehicle movements but rather on the demand generators, on differentiating movements and on flow characteristics. This "functional" approach, emphasizes that Urban Commodity Transport is more than simply the providing of facilities or providing the fastest system of moving goods and commodities from one point to another.

Urban Commodity Transportation is an integral part of the entire urban system and related to both the physical, economic and social structure of the city. However, in Canada, the problem of urban commodity transport at this "functional" level is still undefined, the goals are still unclear and its structure still misunderstood.

Research in the United States at this level is still in its embryonic stage, however, in the past two years, has just begun to receive a renewed interest, and a more focused attention.

Throughout North America, it appears that a still greater focus is required for research in this area relating to the "functional" problems of Urban Commodity Transportation, to determine what indeed is the problem.

Even the Chairman at the recent Canadian/U.S. Conference on Commodity Flows last year arrived at a similar conclusion after TWO DAYS of debate by saying, "Like all social scientists, we wrestled hard with the simple question - What is the problem and how do you know when you have one - And, in all candour, I must report that there were many moments during our discussions when it looked like we might not be able to define the problem and would have to admit that we were here under false pretenses."

The bibliography has been sectioned into nine parts for ease of use by the various persons engaged in business and research in this sector of the economy.

- I Characteristics and Problems of Urban Commodity Transportation.
- II Carrier Operation and Competition.
- III Land Use and Planning.
- IV Transportation Economics, Regulations and Policy.
- V Technological Improvements and Strategies.
- VI Methodology Papers and Forecasting Techniques.
- VII Urban Commodity Transportation Studies.
- VIII Current Canadian Research.
- IX Related Bibliographies.

These Studies are, with a few exceptions, all North American and predominantly United States in origin, with the majority of references being published within the past five years. The publications refer only to articles in urban commodity transportation, however some related publications have been included that deal in part with this topic. Occasionally some publications have been recorded under two sections when it was felt warranted.

* Indicates a Canadian Study.

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TRANS-PACIFIC TRADE AND SHIPPING: LINER SERVICES. (relationship to liner capacity, trade flows and inter-port flows). T.V. Heaver.

URBAN PRESSURES AND PORT DEVELOPMENT - VANCOUVER. (analysis of changing site requirements of traditional waterfront users - land use, land values and accessibility). Dr. S.V. Pendakur.

DEMAND FOR TRUCK TRANSPORTATION AT MANUFACTURING SITES. (application of Marketing concepts to trip generating theories for forest products industry - Vancouver) Ian Dawson Ph.D. thesis, Geography, completion expected February 1972.

UNIVERSITY OF TORONTO - YORK

TRUCKING ACTIVITY ASSOCIATED WITH TWO DEPARTMENT STORES. (warehousing, retailing and home delivery activities of Hudsons Bay and Simpson Sears in Metropolitan Toronto). M. Eng. thesis, completion expected February 1972.

SURVEY OF REGULATIONS AFFECTING THE MOVEMENT OF COMMERCIAL VEHICLES IN URBAN AREAS. (speed, weight, parking, noise and pollutant emission standards). Toronto-York joint program in Transportation. Completion expected November 1971.

TRUCK ROUTES: PRESENT PRACTICE IN CANADIAN CITIES. (present practice in truck route design in Cities of over 50,000). Toronto-York joint program in Transportation. Completion expected in March 1972.

RATIONING OF ROAD USE BETWEEN COMPETING USERS. Theoretical paper on economic efficiency re: cost perception and imposition, with emphasis on private and commercial vehicles). Toronto-York joint program in Transportation. Paper complete, to be published shortly.

A STUDY OF TRUCK ACTIVITY IN URBAN RETAIL DISTRICTS. (examination of truck activity and C.B.D. land use). M.Sc. thesis complete, to be published shortly).

INFLUENCE OF COMMERCIAL VEHICLES ON THE CAPACITY OF SIGNALIZED INTERSECTIONS. (quantative impact of commercial vehicles in flow through signalized intersections). Research report, recently commenced.

UNIVERSITY OF WATERLOO - TRANSPORTATION CENTRE

INTER-REGIONAL COMMODITY FLOW STUDY. (use of Ontario input-output table).

TRUCK TRIP GENERATION BY MANUFACTURING INDUSTRIES. Metropolitan Toronto.

GOODS MOVEMENT CHARACTERISTICS OF ONE INDUSTRIAL SECTOR. (beverage industry - brewing, distilling, etc.).

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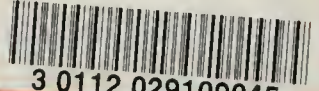
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